

Today's Advertisements.

THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROUGHTON.
Representative—MR. ALLAN HAMILTON.

SEASON TERMINATES WEDNESDAY, May 8th.

LAST NIGHTS

OF THE

BROUGHTON COMEDY CO.

TO-NIGHT at 9 precisely,

THE

"SECOND MRS. TANQUERAY."

By A. W. PINERO.

TUESDAY, April 30th,

"THE Brixton Burglary."

A Farical Comedy in Three Acts,

by FRED. W. SIDNEY.

BOX PLAN at ROBINSON'S.

Hongkong, 27th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN,"

Captain Davis, will be despatched for the

above Ports, on TUESDAY, the 30th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAURIE & Co.,

General Managers.

Hongkong, 27th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above

on TUESDAY, the 30th instant, at 5 P.M.

This well-known steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

For Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 27th April, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above

on TUESDAY, the 30th instant, at 5 P.M.

The Attention of Passengers is directed to

the Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light. A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 27th April, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

of the NORDDEUTSCHER LLOYD.

Captain E. Prehn, due here with the out-

ward German Mail about TUESDAY A.M.,

the 30th instant, will leave for the above

Places about 2 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 27th April, 1901.

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Butler, will be despatched as above

on THURSDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 27th April, 1901.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRANI."

CONSIGNEES of Cargo ex S.S. "INDRANI"

from New York are hereby notified that

their Cargo transhipped at Singapore to the

S.S. "SEGOVIA" has now arrived and is being

landed and placed at their risk in the Hong-

kong and Kowloon Wharf and Godown Co's

Godowns at Kowloon.

Consignees are requested to immediately

send in to the Undersigned Original Bills of

Lading in exchange for which they will receive

local Bills of Lading on which delivery can be

obtained.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 27th April, 1901.

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

THE MOST PERFECT SYSTEM OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports from the

HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us

are acknowledged by the principal

English makers to be EQUAL TO

THOSE OF THEIR OWN PRO-

DUCTION.

Manufactured under EXPERT

ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph.

HONGKONG, SATURDAY, APRIL 27, 1901.

NOTES AND COMMENTS.

The Charting of the China Coast.

Unfortunate as the wreck of the Peninsular

and Oriental Company's fine mail steamer

Sobraon undoubtedly is, we have hopes that

it may in reality prove to be a blessing in

disguise, in so much as the loss of a new

vessel belonging to one of the greatest of

our steamship companies may result in the

Admiralty pushing ahead the work of the

survey of the China Coast.

An inspection of the charts appertaining

to this part of the world will show that,

except in the near vicinity of the Treaty

Ports and other places well within reach of

some shipping centre, but few lines of

soundings have been run. This means that

a captain taking his vessel up or down the

coast has little to go upon when he has to

verify his position by soundings. He can,

of course, keep out of danger to a certain

extent by the use of the lead, but his lead

will only tell him when he is actually running

into shoal water.

In a well charted place it is not only

possible, but in many cases comparatively

easy, for the shipmaster to find his way

through the thickest fog by the use of the

lead alone. Cross lines of sounding have

been run close together, with the result that

all inequalities of the bottom are as carefully

mapped out as those shown on an Ordnance

map of an English county. Here and there

the nature of the bottom is stated, whether

sand, shells, mud, coral, etc. With such a

chart as this fog matters little or nothing.

The shipmaster can keep his lead going and

his line of soundings followed on and com-

pared with the chart will, in most cases,

give him an excellent idea of his position.

Between, say, Singapore and Hainan,

in fact all up the China Coast, we have

a constant stream of vessels running, carrying

millions of pounds worth of freight, and

yet it is only here and there that their route

can be said to have been well and exhaus-

tively charted. The majority of these vessels

follow practically the same course in running

up or down the coast, and it is surely not too

much to ask in their interests that the

Admiralty should see that their route is

carefully surveyed with as little delay as

possible. And it is the northern portion of

this route that should be surveyed first, for in

this portion it is that fogs are most prevalent,

and it is foggy weather that accounts for the

great majority of shipping disasters, as can

be easily judged by a reference to accounts

of those which have occurred on the coast

within the last few years.

In the orders issued to the masters of

the Peninsular and Oriental Company's

vessels, it is strictly laid down that the

lead shall be kept going constantly in

foggy weather, so it is only reasonable to

suppose that these instructions were

carried out on the *Sobraon*, for the very

strictest discipline is always observed on the

Company's steamers. This being the case,

we believe that a better chart would most

likely have resulted in the *Sobraon* passing

by the Tung Yung group in safety. The

soundings taken, instead of being merely a

safeguard against running into shoal water,

would have enabled Captain WINNER to

have verified his position, and the loss of

thousands of pounds would have been averted.

We may as well point out, also, that

the lead is of little use as a danger signal on

the China coast except in places which have

been well charted, as most of the islands are

rocky and precipitous and carry deep water

right up to the rocks. This is another reason

why the survey of the China Coast should

not be delayed.

We invite correspondence from ship-

masters and others interested in the subject.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, April 25th.

The Boers are again active in Cape Co-

lony. Fighting has occurred in the districts

around Graaff Reinet, Steynsburg and Barkly

East.

LATER.

THE NEWFOUNDLAND FISHERY QUESTION.

The British Government has submitted to

France definite proposals for a settlement

of the whole Newfoundland Fishery ques-

tion, and a reply is awaited.

THE COAL TAX.

Sir Michael Hicks-Beach replying to a

deputation, said that he was unable to with-

draw the Coal tax, but that he wished to

deal fairly with existing contracts.

WEATHER REPORT.

The Observatory report says:—

On the 27th at 12.5 p.m. the barometer has

risen in S. China and the Philippines. Pressure

is probably highest over the E. coast of China,

and gradients are slight for E. winds on the

S. coast. Forecast:—Moderate E. winds;

drizzling rain or mist.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide

advertisement appearing elsewhere.

H.M.S. *Asiatic* left Shanghai this morning

to render assistance to the wrecked mail steamer

Sobraon.

H.M.S. *Centurion* goes into dock on Monday

to execute the repairs rendered neces-

sary by her breaking adrift and fouling the

Glory.

FROM Messrs. Lutgeas, Einstran & Co. we

have received a couple of handy little calendars

advertising Carby's Belting, for which that firm

are the local agents.

H.M.S. SHIPS *Aurora* and *Arethusa*, which

went to Singapore the other day to meet the

Duke and Duchess of Cornwall and York, left

that port for Hongkong on the 25th inst.

The cruiser *Mohawk*, homeward bound after

ten years' service on the China Station, has

arrived at Sheerness on the 29th March. She

will proceed to Chatham to be refitted at a cost</

Naval and Military Exhibition.

At a meeting held on 27th inst. at the Mansion House, under the presidency of the Lord Mayor, a resolution was carried approving the commemoration of the jubilee of the exhibition of 1851 by the holding in the Crystal Palace of a Naval and Military Exhibition during the present year. It was announced that the Crystal Palace Company would give to the leading service charities 50,000 guinea season tickets to be sold for their benefit.

Projected Russian Docks.

The Russian Ministry of Marine intends to construct at an early date in one of the harbours on the Pacific coast two docks large enough to turn-out warships with a displacement of nearly 3,000 tons. The number of dry docks available for repairing warships will be increased, and special attention given to improving the conditions of shipbuilding generally in the Russian harbours in the Far East.

Insurance Companies Amalgamate.

The amalgamation of the Lancashire Fire and Life Insurance Company with the Royal Insurance Company came as something of a surprise to the insurance world. The combining of the forces of the Lancashire and the Royal Companies forms the biggest amalgamation of recent years. The issued capital of the Lancashire office amounts to £2,729,860, of which £272,986 has been called up; while the issued capital of the Royal office is £2,540,680, with £254,068 called up.

Institution of Naval Architects.

Presiding on 27th ulto. over the initial sitting of the conference of the Institution of Naval Architects, the Earl of Glasgow drew attention to the enormous increase in the shipbuilding capacity of the United States, from which he inferred that the passage of the proposed bounty law in this country would once more have to face the competition in its most distinctive national industry which was felt so severely in the last decades of wooden construction.

The "Celtic."

The new White Star liner *Celtic*, which is the very largest ship ever built, was to be launched from Messrs. Harland and Wolff's shipbuilding yard in Belfast on April 2. The *Celtic* has a length of 700ft., a breadth of 75ft., a depth of 49ft., and a gross tonnage of 20,880. The displacement of the *Celtic* at a load draught of 36ft. 6in. will be 36,200 tons, as compared with the 14,000 tons displacement of the modern battleship, and the 31,600 tons displacement of the *Great Eastern*.

Trade Competition.

We have heard a great deal lately about the commercial competition of Germany and the United States with Great Britain in markets all over the world. Mr. George J. S. Bromhall, of the Royal Statistical Society, supplies some interesting figures which should be consoling to those who take a pessimistic view of the situation. The annual gross exports of merchandise from the United Kingdom, Germany, and the United States of America, divided among the inhabitants of the respective countries, prove that the British are doing more, man for man, than his two great rivals combined, and also that he is, moreover, increasing his lead.

Royal Colonial Institute.

The annual meeting of the Fellows of the Royal Colonial Institute was held on 26th ulto. in the library of the Institute, Northumberland Avenue. Sir Neville Lushington, president, in his thirty-third annual report, which was passed, the council of the Institute stated that during the year 69 resident and 202 non-resident Fellows were elected, or a total of 271, as compared with 67 resident and 195 non-resident, or a total of 262, in 1899. On Dec. 31, 1900, the list included 1,462 resident, 2,731 non-resident, and fifteen honorary Fellows, or 4,208 in all. The library continued to form one of the most important departments of the Institute. The additions during the year comprised 1,332 volumes.

The Famine in Siberia.

News received from Siberia gives the most distressing accounts of the great famine which has overtaken the greater part of Western and Central Siberia. Even Eastern Siberia, hitherto the most prosperous part of the country, has been overtaken by famine. In this case the famine is the consequence of too much rain. The new railway has ruined large numbers of the inhabitants of the Siberian track, who formerly lived by hiring horses and engaging in transport. Some of the newspapers declare that Russia would be seriously hampered if complications were to break out in China, as the Siberian grain reserves which were relied upon to feed the army in Manchuria are practically exhausted.

Our British Climate.

For humour of sorts—the Clerk of the Weather can certainly give points to most professional humorists, says a mail paper. Here we are, if we only knew it, well into spring, and the weather, both in these islands and on the Continent, is colder than—or at least as cold as—any that has been experienced during the past winter. At Peterborough, on 23rd inst., sixteen degrees of frost were registered, and eighteen in the Lincolnshire Fens the following night. The uplands of Devon and Cornwall are white with snow, and there are still twelve feet deep in Dartmoor. In London there have been intermittent snowstorms, and the prospects of skating are being discussed.

Speech by the Kaiser.

At the opening of the new barracks of the Alexander Guards in Berlin on 28th ulto., the German Emperor said that should grave times ever come again, as in 1848, and this town rise against its King in disobedience and insubordination, then the Alexander Guards will hasten to the protection of the insolent assassin and master them. Bravery, fidelity, and unconditional obedience must be the virtues of the regiment. In reply to this address, the colonel of the regiment thanked the Emperor for his words in a brief speech, in which he also referred to the disgraceful crime at Bremen, which, he said, had kindled a holy indignation in all hearts.

Rifle Clubs.

The Mansion House was on 23rd ulto. the scene of a conference for the discussion of the possibilities that exist for the establishment of rifle clubs for working men. Lord Roberts wrote regretting his inability to be present, but declaring his full sympathy with the object of the meeting. Not only, he said, was shooting healthy and useful recreation, but it was also intensely interesting, and he knew from his personal experience that there were few keener pleasures than to make a good score at a fairly long range. After discussion it was decided to found the Society of Working Men's Rifle Clubs, and a resolution calling upon the Chancellor of the Exchequer to exempt the members of the proposed association from the payment of gun licenses was carried unanimously.

Memorial to the Late Queen.

An important meeting in connection with the proposed national memorial to Queen Victoria was held on 26th ulto. at the Mansion House. Unfortunately, both Lord Salisbury and Sir H. Campbell-Bannerman were by illness prevented from being present. The Lord Mayor, who presided, read a letter written by Sir Dighton Probyn at the command of the King, in which His Majesty announced his intention to contribute 1,000 guineas towards the expenses of the monument, and also intimating his approval of the choice of site in front of Buckingham Palace. His Majesty specified a number of other large donations, which amounted in the aggregate to some thirteen thousand pounds. The meeting was addressed by Mr. Balfour, Sir William Harcourt, Mr. Chamberlain, Mr. S. S. Gladstone (Governor of the Bank of England), Mr. J. K. J. Hicks (Chairman of the Stock Exchange), Sir Whitaker Ellis, Sir J. Dimsdale, and the Duke of Norfolk. Resolutions were passed in favour of erecting the memorial on the Buckingham Palace site, and of soliciting subscriptions through the medium of a Mansion House fund.

The China League.

A meeting of the China League was held at Birmingham, under the auspices of the Birmingham Chamber of Commerce on 27th ulto., and was addressed by Mr. R. A. Verburgh, M.P. (Chairman of the League). He explained the objects of the League, and stated that it was in any sense a jingo organisation. The League does not desire the integrity of China and the development of its trade, by proper government. He quoted figures to show the vast stake the British Empire had in the trade of China, which offered the greatest neutral market in the world. The amount of what might be done there was really staggering if it were only developed to the extent already done in Japan. He advocated especially in the Yangtze-Kiang region the "Egyptianising" of the country, or the landing of finances on a proper basis as in Egypt. He advocated also the opening of inland waterways to navigation by foreign vessels, and said that the promises made in this connection had been broken. The present crisis offered an opportunity for settlement and if reforms were taken in hand enormous increase in trade would be the result. It was imperative, however, that the position of the Viceroy in favour of reform should be guaranteed until they had time to operate, otherwise when we left Peking they would be recalled to the capital and their heads would be forfeited.

The Unrest in Russia.

The "bureaucratic world" at St. Petersburg has been thrown into a state of alarm bordering on panic by an apparent attempt on the life of the Chief Procurator of the Holy Synod. Shois were fired at the window of his study in the night time by a man named Lagowski, and it appears that other Ministers have received threatening letters. So serious was the view taken of the social unrest that Ministers assembled after the outrage to consider the situation. Stern instruments of repression, it is stated, are kept in readiness at St. Petersburg to be put into operation the moment the mischievous spirit which is rife manifests itself in overt acts of disorder. In a letter addressed to various foreign journals, a number of Russian literary men have published a protest against the brutal treatment of the crowd by the Cossacks during the recent student disturbances in St. Petersburg. General Dragomiroff has protested in a memorandum addressed to the Tsar against the forcible enrolment in the army of students who have come into conflict with the authorities. The army, he says, is not a reformatory. The unrest among the students is very widespread, and it bears evidence of a rapidly growing feeling of discontent. Many arrests have been made in all the university towns. It is stated that people who are to some extent behind the scenes in Russia take a very grave view of the situation, and regard the present agitation as merely the beginning of more serious troubles.

The South Pole Expedition.

The *Discovery* is not going to attempt whale-hunting, but to solve the mystery, or some of the mysteries, of the Southern Polar region. No one, so far as I know, has ever reached the South Pole, except Arthur Gordon Pym, but as Poe did not tell us how he got back again his experiences (weird and wonderful as they were) will not be of much value to the leaders of the National Antarctic Expedition. This is only one of three expeditions which will be attacking the South Polar region this year—one is from Germany, another from Southland under Mr. Bruce, of *Bolivia* fame. That of the *Discovery*, however, is the most notable, and will be the most extended of the three, for it is expected to continue over three years, during which parties will explore the supposed Polar continent. The cost will be £120,000, though I believe only about £90,000 has so far been subscribed by the Government, the scientific societies, and private individuals. The *Discovery* has been especially designed and built for the purpose by the Dundee Shipbuilding Company, and has occupied just a year in construction. She is as remarkable a specimen of marine architecture in her way as the *Frank*, and I hope will become quite as famous. Like the *Frank* she is designed to slide up on top of the ice attempt to nip her. May she do so as successfully!

Bread-Making On Board the "Ophir."

The t.s.s. *Ophir* has been fitted with a machine dough-mixer. The use of machinery for bread-making on board passenger steamers, although not entirely a novel feature, is comparatively rare. The conditions under which bread is produced in the ordinary passenger steamer are well known. The introduction of a machine dough-mixer of sufficient capacity, and occupying small space has been found possible in the Cunard Company's steamers *Formosa*, *Lucania*, and *Campania*, and a similar machine was supplied to the t.s.s. *Ophir*. This machine, known as the "Adair," will make up 200 lbs. of flour into dough in about five minutes, and not only saves the labour of mixing by hand, but, it is stated, gives far better results. It only occupies, with the small steam-motor for driving, a space of 3 ft. by 3 ft. 6 in. It may also be driven by a small electric motor.

Probability of A New Type Being Tried in Cruisers.

The success of the British torpedo destroyer *Viper* in her speed trials on the Clyde is of much interest to shipbuilders and marine engineers. The *Viper* steamed at a speed of 30.8 knots, or four-fifths of a knot above her contract speed. Her boilers are of the latest design—"Vickers' Express" water tube type. New boilers, it is stated, will be fitted in one of each of the cruisers of the *Drake* and *Cressy* types in place of the Bellevilles. Though not officially confirmed, it is worthy of note that Mr. McKie, the engineering director of Messrs Vickers, Sons, and Maxim, Limited, was in consultation with the Admiralty and other engineers recently. It is probable that the latest type of water boiler will be given a trial in cruisers, two of which are being built at Barrow.

AN ACTION IN THE "CITY OF RIO" CASE.

SAN FRANCISCO, March 13th.

The first suit arising out of the loss of the *Rio* was filed in the United States District Court. The plaintiff, Mrs. Sarah Guyon, who is the widow of Henry Guyon, one of the victims, has brought two actions, one to recover \$25,000 damages, and the other for the cost of the transportation and the personal effects lost in the wreck. The plaintiff makes sweeping charges of neglect. The officers of the vessel are arraigned for not making proper soundings when coming into the harbour, and the Pacific Mail Steamship Company is held responsible for not providing a crew of intelligent men who understood the English language, and a sufficient number of licensed officers.

THE FAR EAST IN PARLIAMENT.

RUSSIA AND MANCHURIA.

March 22nd.

Mr. W. Redmond asked the Under-Secretary for Foreign Affairs whether, in view of the Clause of the Anglo-German Agreement which declared for the maintenance of the integrity of the Chinese Empire, His Majesty's Government proposed to ask the German Government to take any action in reference to Russia's action in Manchuria.

Mr. O'Kelly had a similar question on the paper.

Viscount Cranborne: The Russian Government have repeatedly declared their intention to respect the integrity of China, and His Majesty's Government are not aware that they have infringed it.

Mr. W. Redmond: What about Manchuria?

RUSSIAN CONVENTION AT TIENTSIN.

March 25th.

Sir C. Dilke asked the Under-Secretary for Foreign Affairs whether he could state by whom, and at what date, the Russian concession at Tientsin was granted; whether it was a concession to the Russian Government itself, and whether its area included a portion of the railway line which was mortgaged to British subjects as security for the Chinese Imperial Railway Loan.

Viscount Cranborne: On Dec. 31 Li Hung-chang signed an agreement granting to the Russian Government as a concession a considerable tract of land of which the Russian military authorities had previously announced themselves possessed by right of conquest. His Majesty's Government are not aware under what authority Li Hung-chang signed the agreement. In answer to the third paragraph, it appears that the concession included property in the occupation of the Chinese railway administration, but at present it is not possible to be more precise. I may add that we have declared that the validity of the concession and of proprietary rights within it must be reserved for future examination. Count Lamsdorff made a proposal to the same effect to Sir C. Scott on the 20th inst.

Sir C. Dilke asked if he was to take it that the previous statement made with reference to this was not correct.

Viscount Cranborne: I think that the answer just given may be taken to be an accurate statement so far as we are aware.

THE ANGLO-GERMAN AGREEMENT.

Mr. W. Redmond, for Mr. O'Kelly, asked the Under-Secretary for Foreign Affairs whether the German Government accepted the view of His Majesty's Government that the Anglo-German Agreement applied to Manchuria as well as to China proper.

Viscount Cranborne: His Majesty's Government have no information upon this subject other than that at the disposal of the public.

Mr. W. Redmond: Is it the fact that His Majesty's Government have information to the effect that the German Chancellor has stated that the Anglo-German Agreement did not apply to Manchuria? Will His Majesty's Government take steps to ascertain whether the German Chancellor made that statement and whether it is true?

Viscount Cranborne: The hon. member had better put the question on the paper. (A laugh.)

LOOTING IN CHINA.

Mr. E. Robertson asked the Secretary for India if he could now say whether the Despatches of General Gaselee with reference to looting and pillage in China would be laid upon the Table.

Lord G. Hamilton: There is only one despatch on the subject from General Gaselee, and I do not think I can present that. (Oh.)

Mr. E. Robertson: Why not?

Lord G. Hamilton: Because, as I stated before, he has reference to the conduct of troops other than those under General Gaselee's command.

Mr. E. Robertson: Can we not have those portions of the Despatch relating to General Gaselee's troops?

Lord G. Hamilton: So far as I know no allegation has been made against the conduct of his troops. (Opposition cries of "Oh.") If the hon. gentleman can supply me with any allegations of the kind I will forward them to General Gaselee, and any reply he makes I will publish.

Mr. Pirie asked the Secretary of State for India whether he was aware that the Chief Ordnance Officer on the staff of General Gaselee in China stated that the British looted openly and systematically, and sold the plunder by auction each afternoon at the British Legation under the direction of an officer, the proceeds being used for the soldiers; and whether he would cause inquiries to be made from General Gaselee with a view to contradicting such statement, or, if not, of dealing adequately with those permitting such a state of affairs.

Lord G. Hamilton: I am not aware of any statement of the kind said to have been made, but, as I have before stated, if any specific allegation is brought to my notice I will cause inquiries to be made into it.

THE MANCHURIA TRILOGY.

Sir E. Ashmead-Bartlett asked the Under-Secretary for Foreign Affairs whether the Russian Government had presented to the Government of China a somewhat modified form of the Agreement signed between the Russian and Chinese local representatives at Port Arthur, whether this last Agreement reserved for Russia exclusive privileges in regard to all mines, railways, and industrial developments in Manchuria, and bound China to construct a railway from the Trans-Siberian Railway to the Great Wall, such railway to be under Russian military guardianship; and whether Russia had withdrawn from the so-called Concert of Europe.

Lord Cranborne: We understand that the terms of the proposed Agreement are still under discussion, and I am unable to make any positive statement on the subject. The Russian Government have informed us that they have an intention of withdrawing from cooperation with the other Powers in the affairs of China.

Sir E. Ashmead-Bartlett: Are we to understand that the other Powers accept the principle that these Agreements should be made behind their backs?

Lord Cranborne: That is a question on which I must ask for notice. (Ironical Nationalist cheers.)

MR. MCLEAVY-BROWN'S POSITION.

Mr. Lewis: I beg to ask the Under-Secretary for Foreign Affairs, on private notice, whether Mr. McLeavy Brown has been dismissed from the post of Director-General of Customs in Korea, and whether he can state the grounds of his dismissal.

Viscount Cranborne: A difficulty has arisen in regard to Mr. McLeavy Brown's position in Korea, but I think it would be premature to make any detailed statement on the subject.

RUSSIA AND CHINA.

26th.

Sir E. Ashmead-Bartlett asked whether the Chinese Government had at present refused to sign the agreement regarding Manchuria which Russia was now pressing upon her.

Viscount Cranborne: His Majesty's Government cannot pretend to be accurately informed as to the precise position of the negotiations, to which this country is not a party, and under these circumstances I must respectfully decline to answer any hypothetical question as to our conduct.

Mr. W. Redmond: Is it intended on the part of the Government to intimate to China that Russia will not be allowed to take Manchuria? No answer was returned.

Mr. Harwood asked the Under-Secretary for Foreign Affairs if the suggested agreement between Russia and China would affect the interests of British traders in those parts of China which were proposed to be thrust brought under Russian influence.

Viscount Cranborne: The versions of the proposed agreement which have come under our notice contain provisions which would apparently affect British trade interests in those parts of the Chinese Empire to which the agreement applies—*L. & S. Express*.

TO PROVIDE AGAINST STRIKES.

Fairplay has received the following correspondence, relating to shipping troubles at Antwerp:

ANTWERP, 19th March, 1901.

To the Editor of Fairplay.

Dear Sir—We have the pleasure to enclose herewith copy of a circular we are issuing to all shipowners whose steamers are accustomed to visit Antwerp.

As it will be advantageous to British shipowners to know the object of our Federation, we request you to kindly extend to us your usual courtesy by finding a place for the enclosed in your valuable columns.

Thanking you in advance,

We remain, Dear Sir, Your obedient servants,

D. STEINMANN-HAGHE, the Chairman, G. Albrecht, the Secretary.

Fédération Maritime d'Anvers, 30, Longue rue Neuve, Antwerp, 15th March, 1901.

Dear Sirs—Referring to our circular of January last, wherein we gave you full details of the labour troubles in our port, which culminated in the strike of December/January, we have now the advantage to inform you that the strike ended to our entire satisfaction, and to the advantage of the whole shipping community. This result is attributable to the combined action of the shipowners, agents, and brokers of this port, aided by their foreign shipowner friends.

In order to carry out our mission, and with a view to prevent a recurrence of such unfortunate trouble as strikes, lock-outs, etc., we have established the "Fédération Maritime d'Anvers" (Antwerp Shipping Federation), consisting of every shipowner, shipbroker, and shipping agent in this port. The special object of the Federation is to defend the maritime interests of the port of Antwerp, which naturally carries with it the protection of the interests of all shipowners whose vessels come here to discharge and/or to load.

In advising you of the establishment of our new Federation we would express the earnest hope that all British shipowners whose vessels visit the port of Antwerp will at all times favour us with their utmost support. It is unnecessary for us to point out the necessity for shipowners in their own interests, to support an institution such as we have the honour to represent.

We remain, Dear Sirs, Your obedient servants,

D. STEINMANN-HAGHE, President, G. ALBRECHT, Secretary.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on 10th years' observations to 1899.

Barometer.....30.59
Thermometer.....62.0
Humidity.....85.9
Rainfall.....4.08

TO-DAY.

WEATHER REPORT.

Barometer.....30.04
Temperature.....72
Humidity.....91
Rainfall.....0.28

TO-DAY.

Saturday, 27th April, 1901.

Chinese—10th of 3rd moon of 27th year of Kwang-shi.

Sun—Rises.....5hr. 32min.
Sets.....6hr. 23min.
High water—Morning.....5hr. 42min.
Afternoon.....4hr. 12min.
Low water—Morning.....9hr. 40min.
Afternoon.....11hr. 28min.

ANNIVERSARIES.

1521—Magellan killed on Magtan Island, Philippine Isles.

1565—Miguel Lopez landed in Cebu.

1876—Mr. W. H. Forbes' yacht fired upon at Mueno by Portuguese soldiers.

1880—Hongkong Polo Club established.

1886—U.S. Fleet left Mrs. Bay for Manila. Bread riots in Italy.

1900—Death announced of Sir Nicholas Hannen, formerly Judge of Court at Japan.

TO-MORROW.

Sunday, 28th April, 1901.

Chinese—11th of 3rd moon of 27th year of Kwang-shi.

Sun—Rises.....5hr. 30min.
Sets.....6hr. 21min.
High water—Morning.....5hr. 30min.
Afternoon.....4hr. 10min.
Low water—Morning.....9hr. 38min.
Afternoon.....11hr. 26min.

ANNIVERSARIES.

1490—Chaucer died.

1789—Mutiny of the Bounty.

1884—Ratification of Korean treaty with England.

1886—Privy Council for Japan constituted by Imperial Decree.

1896—The sentences passed upon the Reform leaders at Fretoria commuted.

AGENDA.

TO-DAY.

9 p.m.—The Trough Company at the Theatre Royal.

TO-MORROW.

Daylight—O. S. K. steamer *Daijin Maru* leaves for Canton Ports.

Daylight—L. & C. steamer *Thales* leaves for Swatow.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., 10 a.m., 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point—Morning Service, 12 a.m.

St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m.; (Port), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

Union Church—Services, 11 a.m. and 6 p.m., St. Peter's Church.

3rd Sunday after Easter April 28th 1901. (11 a.m.)

Hymn 71; Venite, Kolwey; Te Deum, Oakley; Jubilate, Robinson; Hymns, 334, 12, 345; (6.30 p.m.)

Hymn, 72; Magnificat, Hall, Nunc Dimittis, Batushill; Hymns, 348, 16, 35.

MONDAY, 29th.

5.30 p.m.—Emergency Meeting United Service Lodge No. 1511 E.C.

Cargo ex *Benworth* subject to rent.

TUESDAY, 30th.

8.30 for 9 p.m.—Precisely, A Regular Meeting of the Edoth Mark Lodge at the Freemasons' Hall, Zealand Street.

Cargo ex *Shinano Maru* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (Gaelic) 29th inst.

German (Preussen) 30th inst.

Indian (Catherine Apsar) 30th inst.

Canadian (Empress of Japan) 6th prox.

American (Hongkong Maru) 7th prox.

American (China) 15th prox.

The D. S. S. Co.'s steamer *Catherine Apsar* from Calcutta left Singapore for this port this morning, the 27th inst.

The O. S. S. Co.'s steamer *Pardanus*, left Singapore on 26th inst., and is due in Hongkong on 2nd May a.m.

The Imperial German Mail steamer *Preussen* carrying the German Mails with dates from Berlin of the 1st inst., left Singapore on Thursday, at 7 p.m., the 23rd inst., and may be expected here on or about Tuesday a.m., the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Swift*.....at Kowloon Dock.

U.S.S. *Bennington*....." "

Argus....." "

Hongkong....." "

Kai-fong....." "

Barnstable....." "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU F. Le Sommer	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 3rd May, at Daylight.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHU MARU H. Fraser	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Trent	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG Christiansen	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SECOVIA Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMBRIA Duckstein	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 25th April, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 2nd May at Noon
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 11th June at Noon
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Thursday, 4th July at Noon
THE Twin Screw Steamship	

THE Twin Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

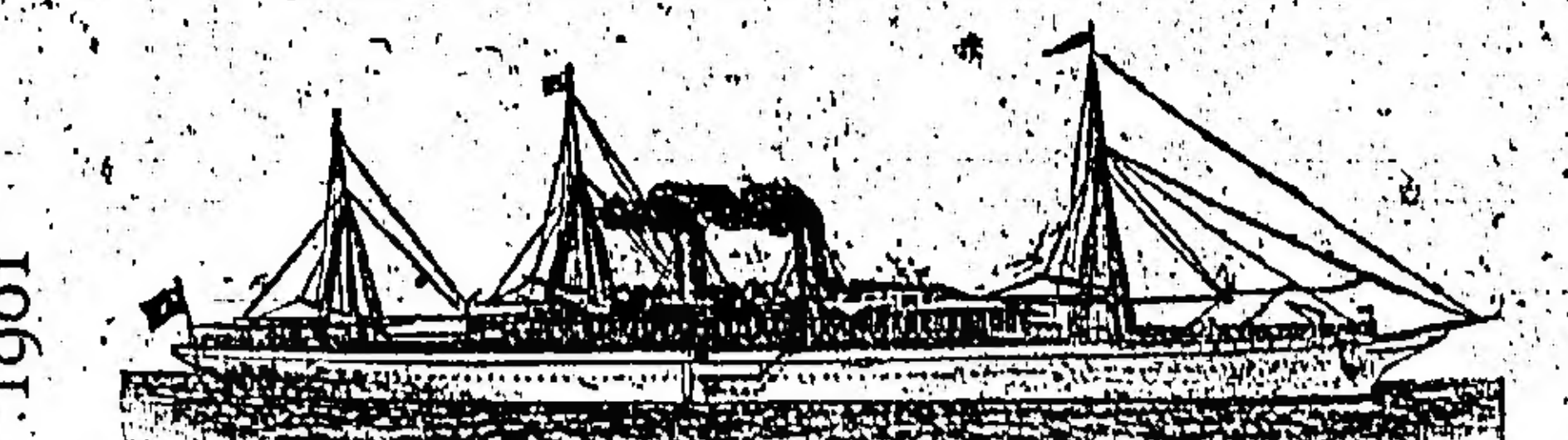
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. McKOWN, General Agent, Potters' Street.

Hongkong, 24th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 27th June, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON-TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Carlisle City...about May 15.
Belgian King...about June 1.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 26th April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KASHING"	30th instant.
Do.	"KWANGSE"	2nd May.
TIENSIN	"KWEIYANG"	2nd May, at 5 P.M.
ILOILO and CEBU	"KAIFONG"	2nd May, at 5 P.M.
KOBE and YOKOHAMA	"CHANGSHA"	10th May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th April, 1901.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"DARDANUS"	2nd May, A.M.
" "	"MAGLON"	9th May.
" "	"ACHILLES"	14th May.
" "	"PROMETHEUS"	18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"AJAX"	30th April.
" "	"ANTENOR"	14th May.
" "	"CALOCHAS"	18th May.
LIVERPOOL (DIRECT)	"PYRHEUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	24th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship "THALES" Captain Robson, will be despatched for the above Port, TO-MORROW, the 28th instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers.

Hongkong, 27th April, 1901. [458c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW & AMOY. THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th April, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above on WEDNESDAY, the 1st May, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th April, 1901. [461c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "FERNDENE" 3rd May. "AFRIDI" 24th May. "HILLGLEN" 14th June. "LOWTHER CASTLE" 30th June.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 20th April, 1901. [445c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901. [426c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY. Operating the New First-class Steamships: "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION."

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN, CARMON, General Agent.

SHEWAN TOMES & CO., Agents. Hongkong, 20th April, 1901. [432c]

Intimations.

NOTICE.

TO AMATEUR PHOTOGRAPHERS. MEE CHEUNG begs to notify his many Customers that in order to meet the demands of AMATEUR PHOTOGRAPHERS he has OPENED a New Department on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness. Enlarging from small negatives a specialty. Hand Cameras mended. All kinds of repairs to apparatus undertaken. Prices very moderate. OFFICE in Corridor of HONGKONG HOTEL where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.

Hongkong, 6th April, 1901. [401c]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO. Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies—Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinohara Coal Mines, Onnuwa Coal Mines, No. 1, Otsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanagatahi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Mike Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1900.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENTS' WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

4, QUEEN'S ROAD, Watson's Building.

WHEN KINGS TRAVEL.

PECULIAR PRIVILEGES EDWARD VII.
ENJOYS ABROAD.

The fact that the King has been to Germany, and will shortly visit Denmark and perhaps Holland, is an indication that he is likely to be as great a traveller as the late Queen, who was probably out of her kingdom more often than any other monarch of modern times.

When the King travels he has privileges under international law that no subject, however illustrious, is allowed. Under the law of extraterritoriality he, as it were, carries his kingdom with him wherever he goes. No law can touch him. Should he refuse to pay his hotel bill he could not be sued in court for it. Should he travel without paying his fare the railway company could do no more. Were his motor-car to run into a shop window the proprietor of the shop could not recover damages, however gross the negligence.

The King would even be exempt from the criminal law. In the improbable event of his Majesty knocking down a Frenchman in Paris or a German in Berlin no policeman dare lay hands on him. He could even upset the policeman himself without fear of legal penalty. If any visiting monarch chose to do a little amateur burglary, the authorities would be bound to overlook the matter, and it is doubtful whether there is any means by which the stolen property could be recovered.

Thus, a king need never be in want of money in a foreign country. For all he has to do is to enter a bank, seize a bundle of notes, and put them in his pocket, or break a jeweller's window, and help himself to any quantity of watches, chains, and precious stones. He could go into a restaurant, order a magnificent dinner with the rarest of wines and liquors, and the best cigars, and refuse to pay the bill. The restaurateur would have absolutely no remedy. But if a king assaulted even the humblest citizen of a foreign country in which he was sojourning the citizen might hit back. And if, in that case, the king got the worst of the encounter he would have no redress. Likewise, if the authorities got wind of a king's intention to commit some offence against the law, they would be justified in placing him under restraint until his own Government was communicated with. But they could not keep him a prisoner a moment longer than was necessary, and the restraint would have to be of the mildest possible nature. In extreme cases they could request the king to leave the country. And if he committed an unpardonable abuse of hospitality, they could even convey him beyond the frontier.

These rules hold good only when the king goes into a country openly and aboveboard. If he had gone clandestinely he would have very little further rights than an ordinary subject. If the King, while abroad, were treated with disrespect, the foreign Government would have to make amends. The King represents the State, and disrespect to him is disrespect to his country. Such kings are sometimes offended, and have even been tried for breaches of the law in the criminal courts. Such an event is extremely rare in history and practically impossible now, democratic as all nations have grown. There is a sort of brotherhood of nations that would prevent it. For now, an indignity to any king is an indignity to all, an offence to all sovereigns. Not only is the King himself above the law in foreign countries, but all his servants, from the Minister who accompanies him down to the coachman, are also above it to a certain extent. They can be sued for debt, but they cannot be arrested. For it is assumed that the King would be inconvenienced by the arrest of any of his servants, and thus their arrest would be an affront to him.

As a matter of constitutional law the King of England was at one time a sort of prisoner in his own country. The act of settlement lays it down that no person who shall hereafter come to the possession of this Crown shall go out of an dominions of England, Scotland, and Ireland without the consent of Parliament.

This harsh law repealed on the accession of George I., and that monarch when he went to Germany in 1716 merely announced to Parliament his intention of going.

George III., it is interesting to note, never left his kingdom; indeed, during his entire reign he was never more than 100 miles from his place of birth.

Many English monarchs besides George III. never left the kingdom from the day of their accession. These were Edward VI., Queen Mary, Queen Elizabeth, James I., Charles I., Charles II., and James II. till his expulsion. But such a state of things is not likely to obtain again. — *The Advocate of India.*

THE MOTHER-OF-PEARL INDUSTRY.

The principal mother-of-pearl fisheries of to-day are scattered about in various parts of the world, and the best known are perhaps those of Ceylon, Queensland, the Torres Straits, the Bay of Panama, Tulicorin on the Coromandel coast and the Calabrian coast of Italy. It was only about ten years ago that a company was formed in Italy for the special purpose of cultivating the mother-of-pearl fisheries in Italy, and at the head of it was placed Signor Comba, the distinguished Italian naturalist, who has made the pearl oyster a special subject of research. In 1860 Signor Comba began his investigation on the cause and formation of pearls, and a few years later he obtained the sum of 20,000 francs from the Italian Government to build an aquarium at Turin, where he might carry on his experiments on a larger scale. Shortly afterwards the late Victor Emmanuel II. appointed Signor Comba director of the royal zoological garden at Turin, where he obtained permission to construct two new aquariums, to which he transferred his oysters. Finally it was decided to establish the industry on the Calabrian coast. To further develop the fisheries it is now proposed to acquire 10,000 pearl oysters, of which 200 will be set aside for breeding purposes. It has been computed that the spawn produced by one of these mollusks in the open sea contains something like 12,000,000 eggs. The majority of these are naturally lost, either because they serve as food to other animals, or because they get covered up by the sand or are carried away by the currents into places unsuited for their development. By breeding in tanks these dangers can for the most part be avoided, and certainly a twentieth part can be saved, which would give an average of 600,000 eggs for every shell, and a sum total of 7,200,000,000 for the 10,000 oysters set apart for breeding. But allowing that of these only the twentieth part develop, in the second year there would be a total of 1,440,000. Again, if only half of these survive all the natural and chance risks to which they may be exposed, still 720,000 would be laid down on the banks in the open sea. At the end of the seventh year say 50 per cent. are fished up, that would give 3,600,000 shells, and at an average of three pounds per shell, would mean 10,800 tons of mother-of-pearl, which even were it all of the third quality, and worth but 1500 francs a ton, would be worth 16,200,000 francs. To carry out this scheme the Italian Government will spend 1,000,000 francs for the construction of breeding tanks, and a sum of 2,000,000 francs has already been set apart for the development of this industry on the coast of Calabria.

COST OF CORONATION.

Although some considerable period must elapse before the coronation of King Edward, it will in a short time be necessary for Parliament to decide upon the amount to be spent upon the ceremonies, and in this connection the sums voted for preceding coronations are recalled by the London correspondent of the *Birmingham Post*. The first ceremony of the last century, in 1801, when George IV. was crowned, cost over £240,000; but for that ten years later, on the accession of William IV. only £50,000 was asked. When Queen Victoria's coronation took place, the then Government was of opinion that for a sum of £20,000 the celebration could be done without waste, but with suitable luxury. This increased amount, however, did not satisfy the tradesmen of London and a deputation was formed, headed by the Marquis of Londonderry, waited upon the Home Secretary, and, while praying that the solemnity might be held during the holiday season, in order that a great number of sightseers might be attracted to the metropolis, hinted that the Treasury ought to spend a larger sum than that mentioned. The Ministry, however, considered that £20,000 was ample, and refused to increase the amount. It was agreed to dispense with the usual State banquet in Westminster Hall, but the procession was on a finer scale than on previous occasions. One reason for the abandonment of this feast was because in 1801 it had been somewhat unruly, and the throwing down of the glove by the mail-clad champion of the King (which was not repeated on the coronation of William IV.) had evoked considerable laughter. Another feature of the preceding celebration of the kind, which will in all probability be omitted from the next year's proceeding, is the scattering of handfuls of commemorative medals of gold and silver among the crowds in the aisles, it being considered that the tumult caused was hardly consistent with the sanctity of the Abbey. A further ceremony of interest, which took place in 1838, was the redeeming of the Sword of State with a hundred shillings, that being performed by Lord Melbourne the then Prime Minister.

A TRAIN INCIDENT.

I had the carriage to myself, a third-class carriage on the London and South-western Railway, and never before did I step from platform to compartment with greater unconsciousness of the dangers run by railway passengers regarding themselves from the world, the indifference of the policeman.

At the first stop my solitude was broken. A middle-aged, respectable old man, carrying a tin of clay pipes in one hand and a malodorous clay pipe in the other, climbed into the carriage, eyeing me with that perfunctory which is the penalty of a handsome appearance. I noticed that the fellow was more, or less evil-looking, that he had every appearance of being strong and vigorous, but I never jumped into my brain that his scrutiny of my features was anything save the tribute of ugliness pays to the other thing. I lit a cigarette to protect myself from the pungent clay, and like the churchgoing rustic, "cocked up my legs and thought no more."

But the train had not shaken me upside down for five minutes before my fellow-passenger made a move that attracted my attention and filled my mind, in a flash, with all the stores of railway outrages that have ever started the seat of the carriage, dived down towards his sack, and as his hand disappeared into its hairy mouth, looked up at me with a wink.

Now, it is all very brave to make light of such a proceeding when one is sitting over a club fire, or rolling home in a railway-carriage with five other respectable British merchants all reading the peaceful and civilised *Pall Mall Gazette*. But I protest, there was in my fellow-traveller's action something of a threatening and terrifying nature. There was at any rate, something in it that tied a knot in my throat, sent my eyes wandering in the direction of an impossible communication cord, and made me wish that I had not placed my good oak walking-stick in the rack above my head. But I must not frighten the reader.

While I was in this unhappy state of mind, the old fellow straightened himself up and produced from his sack three obese oranges, each in transparent white-brown paper. With uttering a word he extended his huge palm to me, a palm on which rested those three fat oranges as comfortably as the ball on the dome of St. Paul's.

I looked at the oranges, then at my man, and shook my head, fiercely. He smiled. There was a pause, and then he edged himself nearer to my end of the carriage. His eyes were fixed on the three oranges with all the paths that your Hamlet bestows on the skull of poor Yorick. A beautiful melancholy, a tender sadness welled into the old fellow's sunken eyes, and though his long, thin mouth was curled upwards in an infinite grin, he smiled once again.

"Won't you be so kind, sir?" he pleaded. "I will not," said I, and the relentlessness of a Kitchener flashed from my eyes.

"I'll tell you how it is," he said, with a sudden cheerfulness. "I'll make a confession. I've been a bad boy."

His face was lined and seamed; his chin was covered by a thick, curled mass of red black hair. In his evil fox-eyes, squinting out upon the world under long hairy eye-brows, there dwelt the perpetual gleam of maligned inarticulate laughter. The old fellow's mouth, too—the mouth that wagged that mass of curled beard—was twisted like a line of wire into a suggestion of merriment.

"I've been a bad boy," he said. "I've just come out of prison."

Sir, you might have shot me! The knot tightened on my throat; I glanced at the communication cord, and then thought of my wife and family at home, totally unprovided for.

"Come out of prison?" I gasped.

"As true as I'm a living man," he answered. "Now, sir," he added, "I'm telling you the truth. Vars," he heaved, in a tone of voice implying a just and honourable self-pride. "I've just come out of prison. Don't you believe? Well now, look here, sir. I've got in this very pocket of mine proof of my words."

He seemed as anxious to prove he had been in prison as an alchemist is to prove he has found the philosopher's stone. He fished in his pocket of his coat, and presently produced a lump of something that lay in the very dirtiest handkerchief I have ever seen. Unrolling this grimy rag, he displayed on his knee, like a mother showing off her baby, a lump of brown bread. Oh, how proudly he beamed upon it!

"There, you see, sir, is the eight-marked top!" he exclaimed, enthusiastically. "Yes, and very good bread, too!" He leaned forward contentedly, as if letting me into a secret. "I tell you, sir, I've suffered less from indigestion since I was in prison than I did before. Some of the company of it being brown, but there, I believe, the brown's just as wholesome as the white; I do indeed, sir."

I began to feel brave again. "What was your crime?" I asked, with all the condescension of a Justice of the Peace.

"Oh, it was only a little affair, just a trifle. And here I am, sir, sixty-six next birthday—no, no, sixty-six last birthday, for I always like speaking the truth, and always have done—and here I am, sir, as I was saying, with my living to get, and my character to build up again. A bit hard at sixty-six, sir, eh?"

He wrapped the brown bread lovingly in its swaddling rag, thrust it into his pocket, and then returned to his first love—the three oranges.

"If you could take a few off of me, sir," he said, "I should be making a start shouldn't I? The chaplain gave me the money to buy my little stock, and here's the first lot. It's new to me, the green-grocery line; but what with one thing and another, and God's blessing on an old man, I hope to live happy and contented, barring the slightest for many a long year yet. Would you be so very kind, sir?"

I gave him a shilling. Five minutes before he had demanded my watch and chain I should have handed them over on bended knees. The patronising manner in which I gave that shilling!

"You'll go back to your old neighbourhood, I suppose," said I. "There was nothing in your crime to prevent that?" I was exceedingly curious to know the nature of the old fellow's offence.

He beamed. "Oh, it was only a little affair. Yet may judge that by its only being a fourteen days' go. Wouldn't you like to take one of the oranges back with you for the lady? I'm sure I'm very much obliged to you."

He replaced the oranges, took up his pipe, and borrowed a match from me. "Yes, he said, reflectively, 'prison's not such a bad place. I was very well there, very well, and a little cold (cough), I may say I was very well. And always hungry!" he added, brightly. "Yes, and if they'd given me just a little bit of butter to eat along of that brown bread I should have had nothing to complain about."

"Then you won't mind repeating your offences?" I asked.

He raised a protesting pipe. "Oh no, I mean to be a good boy for the future."

"But it was such a little offence!"

"Oh, it was only a trifle, but when a man's turned sixty-six, and his teeth ain't quite so firm as they used to be, why a fortnight of that there brown bread goes a very long way; yes, indeed it do."

"Come now," said I, as the train slowed down. "What was this little offence you committed?"

He gathered up his sack. "Why, it was what many a man does and never hears anything more about; what you may have done many a time and never so much as see a policeman inside your house."

"What?" said I.

"Why, I clipped the missis in the eye after an argument," said I. And the train stopped. — *Pall Mall Gazette.*

THE SOCIETY GIRL'S LATEST PHOTOGRAPHIC FAD.

What's in a back? A good deal, if we may take the word of the up-to-date photographer and his up-to-date sitter. For the fad of the hour, the newest thing in photographic and society circles, is the picture of your back.

Perhaps this is all a fad, a fashion of the hour, that will live no longer as the lovely woman's shoulders which it depicts are still lovely. Perhaps it is, in truth, one of the developments of this new century, one that has come to stay, and perhaps its work will be regarded as so significant that our children and children's children will be displaying our shoulder views in antique cases and explaining that this is how our shoulders looked in the year 1901.

There can be no disputing the fact that a woman's shoulders are as lovely (when they are lovely, let us add) as the long list of long-sighing poets have made them. No doubt they are usually carved from ivory or molded of driven snow, or hewn from the gleaming alabaster. Therefore must one not acknowledge that, being a beauty, they are worth preserving in some lasting form, such as a photographic negative?

There are backs and backs; as one recognizes from an inspection of different camera specimens. All are full and curved else, obviously, they wouldn't be photographed. But only a few have the adorable crease that your beauty specialist cries aloud for.

How much do you know of the woman from this view of her? For one thing, if this crease exists you can be reasonably sure that her figure is for the rest lithe and rounded. Many of good form lack this crease, but the vice versa is seldom true. It is the supreme test.

Then look at the outline of the shoulders. They may be long, short, high, slope. They may be rounded or they may display the outline of their scaffolding.

The high shoulder is never a mark of beauty, although the opposite, in extreme, may indicate the worst thing possible—the narrow, caved-in chest. Shoulders that droop overmuch must of necessity involve this kind of defect. But the slightly sloping line is lovely even to classicists; and by long tradition it is associated with all those traits most distinctly feminine. Perhaps even the anciently recognized something aggressive in the high, thrust-shoulder, that forced its way through the world much as a pushing, strong-minded elbow does.

Then what a volume of comment the necks call forth. No throats, as we more poetically say when we look upon a front view. By right of anatomy the back of the neck is the neck, and nothing else. Long and short they look, and curved and straight. Some are really and truly lovely, and some are so that you can't for the life of you tell where the one ends and the other begins. Some, alas, drop a perpendicular, which forms right angles with the horizontal of the shoulder.

And the hair! You can build the girl's whole costume from the way she dresses her hair, just as Professor Dryasdust can construct a mastodon from handful of bones and a footprint. You know a lot of whether she is stylish or not, and just how stylish. If she dresses a la mode she is not going to wear the Psyche of a half-dozen years back, is she? If she loves to let her locks fall in the mane of her neck.

They are gathered to the crown or top of the head, or possibly lower. They are dressed pretty flat. They are puffed over the ears. They are drawn up trimly at the back and clasped with a long pin made for the purpose. Then you know in a minute that she is well tailored—that her corset fits as well as her skirts hang, and that to perfection.

Or some other locks are allowed to droop a bit more loosely. The owner is probably not tailor-made at all, but is given over to the frills and furbelows of the dressmaker; whose, moral enemy is the ladies' tailor.

A rose or a eucalyd added into the coiffure and you get a touch of poetry. A droop to the head and she is graceful; an upward tilt and she is haughty.

Is the fad merely a fad? Or has back photography a real significance? — *The Sunday Call.*

OUT ON THE QUAY.—A SKETCH.

[By W. Pett Ridge, in the
Pall Mall Gazette.]

Facts and rumours flutter about the quay-side industriously as though they were conveying scandal. She is fast sometimes (so the facts and rumours have it), a bit too fast perhaps; she's a rare one at pitch-and-toss; for steady behaviour she is not to be compared with such-a-one: she most certainly will not be in until late; you can never rely upon her as you can rely upon some other; she passed Prawl Point at eleven this morning; and its high time she was signalled from Hurst Point; if she gets in by seven it is as much as she will do. All this from groups of men who, hands in pockets, converse in the aggressive manner of men who stand in docks. Diversions come, caused by disputes over things that do not matter, such as the precise hour at which the American boat left Saturday fortnight; the name of the ship over in Berth Twenty-four; the number of children possessed by old Sam Belchamber's widow; the past life of a superior official. When a man has hit some immaterial nail on the head, he clinches it with an exit speech, and walks off exultant to the end of the quay, returning to join another group and to listen until he sees opportunity for the definite, contradictory, and dogmatic interruption. The moon is near to the ground on the other side, but high enough to send a pathway of silver across the harbour, and already it lights up spaces on the quay side not illuminated by the globes of electric light. An amazingly fine evening this, set for its better appreciation in a month of wet days; the wooden flooring outside the Customs House, where rails are laid, are making all the haste they can to achieve the novel experience of dryness. The hydraulic cranes stand high and stolid; half a dozen wooden gangways afford resting-places for the odd men.

"Flags gone up at the gates!" says a new arrival.

"Then it 'mounts to this' announces one of the resting men, authoritatively, "in about a bower and a half we shall be in the thick of it. Who's got such a thing as a lucifer match and a bit of baccie?"

Inside the long, broad Customs House leisurely preparations are being made. The Customs House is painted white, with a brown dado, numerous columns supporting the first floor, and it is fitted with wooden pens, as though market day were near and sheep expected. A long line of wooden benches has been set on trestles, with a pair of scales at one end and a few ledgers under the command of a foreman are shifting the position of two scarlet huts labelled "Telegraph." At the far side an awkward bad-tempered goods train is being coupled up, and an engine is going to take the trucks out in order to make room for the first class special to London. On the floor of the pen reserved for luggage are chalked letters in couples from A to YZ, for the better sorting and management of trunks.

Mourning walk nervously up and down the quay, glancing continually at their watches, which they frequently declare must have stopped, and hailing every man who bears any suggestion of uniform with an urgent appeal for information. They swoop down on the boy who has arrived with telegraph forms and peck at him with questions; a youth comes bearing a bell, and he is subjected to similar treatment.

"What is the Bay really like at this time of the year?" I suppose it is dreadfully rough. Do you think it's bad enough to have made people feel ill? They have a doctor on board these liners, don't they? Is he a good doctor, do you think? What do you mind using your influence to get that we are allowed to go on board directly it arrives?—Is the war going to last much longer? Supposing a telegram was sent from Madriz, and never arrived, ought we to write to the South Western Railway or ought we—"

"Ladies," says the youth with the brass belt piously, "I've only been at this job a couple of days, and I don't know nothing at all about nothing. Ask some one else."

The goods trucks have consented to give up all differences of opinion, and linked together, they go slowly out of the shed. The wooden waiting-rooms at either end are opened; a foreman at one of the open doors looks on the side with his overcoat worn loosely over his shoulders, and calls out: "Now then, y' chaps!"

"Now then, y' chaps!" the word being passed along the resting men within arouse themselves, and going out join the smoking men perched on the gangways.

"Wake up!" orders the foreman. "Op-off them shoos there, and take the wool out of your ears and listen."

The men form up clumsily. The head man counts up to fourteen and waves this detachment to stand aside.

"Few fourteen," he says loudly, "go right aft with Joe Knight and look after the mails, and no playin' about mind. Under Mr. Knight for captain, mind the way; the foreman counts again up to twelve. A few twelve, third-class baggage, and mind y' do it!" This detachment tramps off. "And yew eleven stay where y' are and see that them shoos are ready, and don't let 'em have any of y'own sense. These are the men cleared away and stacked in position; thus is the quay made clear for the people who have been driven down this journey of a tortuous mile from the dock gates to meet the liner, and now march up and down the quay-side, peering out through the moonlit evening and denouncing each other with that light means what that his light is intended for, and there are two lights together over there, getting no information whatever, and making blind and desperate shots at the truth themselves. Here common but distinguished friends of an arriving officer meet, each other, and say, in rather a hurt way, "Good gracious! Fancy running across you here above all places in the world," and seem at first to resent the fact that any one but themselves should be showing this compliment to the home-coming person, but becoming more friendly after the exchange of telegrams from Madeira and inquiries after men who are still out at the Cape. A long young man in leggings, who came home by last week's boat, is great request; he is haunted around from one group to the other as though he were cake, and appears to make a good tempered point of giving either good news or none at all.

"Ob, yes, I met him. Yes, met him at Durban. Ob, flogging terribly fat and well. Asked to be remembered to everybody. (Bob Cardew? Don't fancy I struck him any; where? got rather badly dashed by his horse, didn't he? No, I'm sure I didn't run against him. What name did you say? Ob, he's simply and absolutely twice the man he was. Tell her I mean to say, he looked in such tremendously spanking good form."

Out, far out in the harbour, one can see the white starlight up, moving slowly. The foreman comes out of the Customs House inside, the uniformed officers are preparing on the other side of the wooden benches for the coming struggle; a first-class train has backed its way down into the shed, and

lighting up its carriages. Outside the crowd now almost dancing with anxiety, but nearer the edge of the quay as the white lighted lights approach. "A small boat rocking below is advised to rock itself out of the way; the wooden gangways are slewed round ready for action; the moon opposite having risen higher and able to illuminate with its white light the whole of Berth Thirty-six."

"There she comes!"

She comes delightfully, naughtily. A tug with one white light and one red light is conducting her, every cabin lighted from end to end, and passengers, shipping mostly at the side of the upper deck, adding, having brought her, the tug steams at right angles, and with the assistance of a powerful brother at the other end, shows how much can be done by kindness, and induces her, churning foam the while, to swing majestically around so that aft, stern and stern is aft, and this done, the tug slips away. Then she moves broadside with caution towards the quay. The wooden gangways are held up ready to bridge the intervening space. The officials on the quay sing out to their men. There are brown uniforms and slouch hats among the figures on board. Recognition comes like sharp disconnected firing.

"Charley, old man!"

"Jim, Jim, Jim! Here I am!"

"How are you? Get all my letters? What's the news? Suppose—suppose you sister hasn't come down? Has she?"

"She's here, my dear chap, only she's too excited to speak. We've been waiting at Southampton all day."

"Hut-lo! pater. How goes it? Thought you said I should never come back?"

"Very glad I was wrong, Walter. Here's your—"

"Wallie, boy! My Wallie, boy!" Enthusiastic answer to this from the deck side, in a deep voice not quite under control.

"Mother! Good old mother!"

Very few people are aware that it sometimes pays to be flogged. Indeed, many fortunes have been founded on flogging, and in the course of the following article we will endeavour to instance a few notable examples. The power and a licence which Lord Castletown's family have enjoyed for centuries is due almost entirely to the fact that one of their ancestors was "whipping boy" to Edward VI.

In the days when Henry VIII. was having his son Edward educated it was not considered seemly for a Royal Prince to be flogged. But a Prince of the blood was as likely to need a good whipping as any other boy, so a "whipping boy" was provided, who took the chastigation which the Prince incurred by his misdeeds.

There lived in Ireland at that time a feudal chief who called himself Lord of Upper Ossory. He had submitted—but only partially submitted—to the British, and was altogether a defiant and turbulent person; holding a Royal Court in the fastnesses of Queen's County. His son, Barnaby Fitz-Patrick, had been "caught young," and was held at the British Court as a sort of hostage for his father's good behaviour. Young Barnaby was made a "whipping boy" to King Edward, and completely earned the good-will and affection of that Royal youth.

The Fitz-Patricks might have gone the way of many other Irish chiefs had it not been for the favour of Edward, who, when he came to the throne, bestowed upon Barnaby estates and honours. From Barnaby the whipping boy, the Lords of Castletown were directly descended.

Two other noble families of England have a whipping boy on their family trees. The Earl of Dysart is directly, and the Earl of Lauderdale collaterally, descended from Will Murray, who was whipping boy to Charles I. when the merry monarch was Prince of Wales. The floggings which Will Murray received for his Royal master were richly rewarded, for when Charles came to the throne he made the son of the poor Scottish minister Lord Huntingtower and Earl of Dysart, and endowed him with valuable estates.

Will Murray had no sons, but Charles continued the honour and estates to his daughter and her heirs and gave her in marriage first to Sir Lionel Tollemache, a man of ancient descent and of a considerable property, and after his death to the Duke of Lauderdale, the descendants of whose brother are now Earls of Lauderdale.

In the record of people who profited financially by a flogging, Titus Oates ought not to be forgotten. For his perjuries he was sentenced to be flogged from Aldgate to Newgate, and then, after an interval of two days from Newgate back to Aldgate. This sentence was carried out so rigorously that, according to a contemporary account, he might as well have been flayed alive. When William of Orange came to the throne of England he gave to Oates a pension of £300 a year (money was worth much more in those days) as some compensation for his flogging, punishment, however, which he had richly deserved.

As recently as 1844 William Henry Barber, a London lawyer, was convicted of forgery and sentenced to a long term in one of the British penal settlements. While undergoing his sentence he was flogged for some trifling infraction of discipline. He never held up his head again and though after four years his innocence of the crime for which he had been transported was established, it was but the wreck of a man who returned to England to receive the congratulations of his friends. It was the flogging that had broken his heart. Parliament, as a slight compensation for the chastisement to which he had been subjected, voted him £5,000.

Within a few months after the Barber case had been made public another innocent convict was found working in the chain gang on Norfolk Island. He was a former shopkeeper named Dunne. He was at once pardoned, but that did satisfy him; for he, like Barber, had been flogged. As a salve for his sore back the Australian colonists voted £2,000 by subscription, and presented it to him. Dunne said that he never again wanted to see England, and so settled down as a sheep farmer in Australia. He invested his £2,000 so well that when he died he was possessed of a large fortune, all of which he left to charity.

There is no wealthier family in Russia than the Lapukins, of Ustilik, mine owners and bankers. Amonging with the known bestowal upon the beautiful and accomplished actress, Mme. Lapukin, the ancestress of the family, laid the foundation for the immense fortune of her descendants. Mme. Lapukin fell under the displeasure of the czar and his consort, Elizabeth, the last of the direct line of the house of Romanoff. Elizabeth had Mme. Lapukin publicly flogged in the market place.

Then the unhappy lady's tongue was torn out, and she was banished to Siberia. Elizabeth's successor, Peter III., recalled Mme. Lapukin from her banishment when he ascended the throne, and bestowed upon her over £100,000 besides giving to her husband enormously valuable estate and mining rights in the then little developed mountain regions lying between Ustilik and Pals Nier—Austria.

As only a limited number have been printed intending purchasers should send their Order early for the issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June 1900.

ONE EARLROD—2078.

THE BILL LORD ROBERTS MUST PAY.

Only a jock man can afford to be a belted earl. The unavoidable initial expenses which Lord Roberts will be called upon to pay, will total up to something like £675.

The principal item in the bill will be the coronet. This is a circle of gold, chased as jewelled, according to the phrasing of heraldry, and with eight pyramidal points of gold, each of which supports a large silver ball, the spaces between the points being filled up to the bottom with golden strawberry leaves.

The manager of a fashionable goldsmith's establishment, who was interrogated by a *Daily Mail* representative, confessed that his firm did not receive an order for a full-sized coronet every day. The trade in that article of jewellery was said to be brisk, except at a coronator, but he was prepared to make a coronet of 18-carat gold, with jewelled cushion, for 450 guineas.

A coronet of first quality gold, the jeweller further explained, will last not only one, but a dozen lifetimes. Contrary to the opinion of our American cousins, peers do not wear their coronets while walking or driving in the Park. Many of the emblems have not once been polished the brows of their aristocratic owners, and I dare say if we could peep into the exclusive corners of the safe deposit depots we should discover many coronets that have scarcely ever seen the light of day.

Lord Roberts will, in all probability, also find it necessary to purchase a new Garter. These beautiful ornaments vary in price. One hundred pounds will purchase a Garter with the motto 'honi soit qui mal y pense' worked in gems—diamonds, rubies, and sapphires if requested—and with a buckle of solid gold.

Then there is the robe which a peer must wear on his presentation in the House of Lords. This is of scarlet cloth with three 'doublings' of ermine. A peer's rank in the Peerage is denoted by the number of bags of ermine which traverse the robe back and front. Thus, a duke has four bags in front and four behind, a marquess has one bag less behind, while an earl has three of each.

The numerous strips which appear to divide the mantle into various parts are supposed to denote that it has been this torn or slit, while its wearer was engaged in fierce combat on the battlefield. In the case of Lord Roberts this tradition of the ancient knights is not meaningless. A peer

CLAVERING, British Steamer 2355 J. Barker

instant, at 9 A.M.
 Per Singa pore, Colombo and Bombay—Per
Yoshima Maru, to-morrow, the 28th inst.
 A.M.
 Per Hainow and Pakboi—Per *Hailan*, to-
 morrow, the 28th instant, at 9 A.M.

Printed and Published by **ETHELBERT**
DEES SKERTCHLY for The Hongkong
 and Shanghai Company, Limited, at the Printing